

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

PROJECT REFERENCE NO. <i>R-5739</i>		SHEET NO. <i>EC-3B</i>
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER

SOIL STABILIZATION SUMMARY SHEET

DITCHLINE STRAW MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
17	-L-	195 + 00	196 + 00	LT	120
18	-L-	199 + 00	203 + 00	LT	470
18	-L-	200 + 00	-	RT	55
18	-L-	204 + 00	204 + 50	LT	40
18	-L-	205 + 50	207 + 00	RT	180
18	-L-	207 + 00	207 + 50	LT	45
18	-L-	209 + 00	211 + 50	LT	250
18	-L-	207 + 50	212 + 00	RT	580
19	-L-	212 + 00	217 + 00	RT	580
19	-L-	217 + 00	218 + 48	RT	155
20	-L-	231 + 00	234 + 00	RT	240
20	-L-	232 + 00	237 + 69	LT	665
20	-L-	237 + 80	-	RT	60
20	-L-	239 + 00	241 + 00	LT	235
20	-L-	239 + 00	241 + 00	RT	235
21	-L-	243 + 19	246 + 00	LT	330
21	-L-	241 + 00	241 + 50	RT	60
21	-L-	249 + 00	255 + 00	LT	700
21	-L-	245 + 00	249 + 50	RT	525
21	-L-	254 + 50	255 + 00	RT	60
22	-L-	255 + 00	259 + 00	LT	465
22	-L-	255 + 00	257 + 00	RT	235
22	-L-	259 + 00	261 + 50	LT	295
22	-L-	261 + 50	263 + 50	RT	165
22	-L-	267 + 00	269 + 50	RT	280
23	-L-	269 + 50	270 + 50	LT	120
23	-L-	269 + 50	271 + 00	RT	180
SUBTOTAL					7,325

DITCHLINE STRAW MATTING FOR EROSION CONTROL

CONST SHEET NO.	LINE	FROM STATION	TO STATION	SIDE	ESTIMATE (SY)
23	-L-	271 + 00	276 + 00	LT	580
23	-L-	275 + 00	279 + 00	RT	325
23	-L-	281 + 50	282 + 50	LT	120
24	-L-	283 + 50	285 + 00	RT	175
24	-L-	286 + 50	288 + 00	LT	175
24	-L-	288 + 00	292 + 50	LT	525
24	-L-	291 + 00	292 + 50	RT	175
25	-L-	298 + 00	302 + 00	LT	465
25	-L-	298 + 50	302 + 00	RT	405
25	-L-	303 + 00	308 + 00	LT	580
25	-L-	303 + 00	305 + 00	RT	235
26	-L-	311 + 50	317 + 00	LT	635
26	-L-	311 + 50	314 + 50	RT	350
27	-L-	335 + 00	338 + 50	LT	405
28	-L-	346 + 50	354 + 50	LT	930
28	-L-	351 + 00	353 + 00	RT	235
29	-L-	355 + 00	359 + 50	LT	505
29	-L-	353 + 00	359 + 50	RT	700
29	-L-	361 + 00	366 + 00	LT	580
29	-L-	359 + 50	367 + 50	RT	925
30	-L-	375 + 35	-	RT	70
30	-L-	374 + 00	375 + 00	LT	120
30	-L-	375 + 50	377 + 70	RT	180
30	-L-	377 + 70	-	RT	50
30	-L-	380 + 00	381 + 00	LT	120
31	-L-	384 + 00	385 + 50	LT	180
31	-L-	382 + 87	-	RT	50
SUBTOTAL					9,795